

Public Meeting

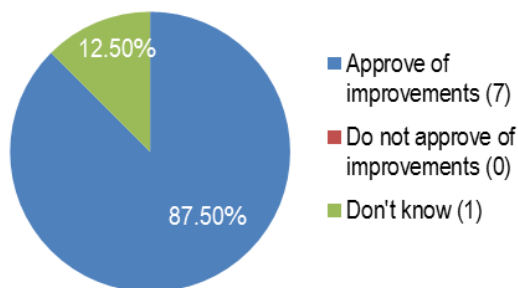
A public meeting was held September 21, 2016 from 5:30 p.m. to 6:30 p.m. at the Ken McDonald Golf Course Club House, 800 E. Divot Dr., to gather feedback on the design concept. Online comment was taken from October 17 through November 2, 2016.

The area residents were notified of the public meeting via postcards to the surrounding neighborhoods (2718 households) and door hangers were delivered to the apartment complexes on Grove Parkway/Kyrene Road (approximately 1500 units). Email reminders were sent to the HOA (3) and neighborhood association (4) chairs and the meeting was promoted through the city's social media and website.

- 12 people attended the meeting
- 5 people submitted comment cards at the meeting
- 3 people submitted comments online

Survey Responses

The public was asked if they supported pedestrian and bicycle improvements to the Western Canal MUP Extension. There was support for improvements by 7 of the 8 respondents, with 1 "don't know" reply.



Respondents were also asked to provide comments regarding the design. Below are the comments:

1. This connection is great! I can't think of a more useful bike/ped gap filling project. It greatly enhances the usefulness of the Western/Kyrene Canal Network, and soon to be expanded Highline canal network.

This will be the only beginner friendly connection between the Highline and Western Canals. It's a project that aids in creating a network of routes, instead of it being it's own isolated improvement.

Please do more of these. Fill in the network gaps. Not only is the new gap filling infrastructure useful by itself, it improves the usefulness of already existing infrastructure that it connects.

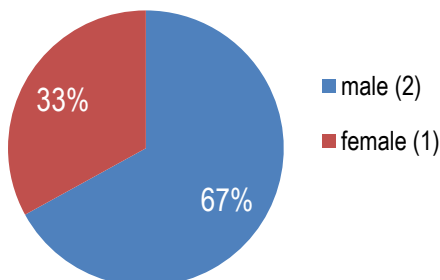
There are gaps in what you could consider "beginner friendly" bike networks.
There are gaps in what you could consider "beginner friendly" walking networks.
There are gaps in what you could consider "moderate user" bike networks.
There are gaps in what you could consider "moderate user" walking networks.
There are gaps in what you could consider "confident user" bike networks.
Thank you

2. A.) Agree with concept, but need to consider that cyclists are crossing the canal bridge they will be exposed to golfers teeing off from hole #2 on Ken McDonald. (Note: Yes, there are some terrible golfers)
 B.) Although I have not been recently to the path from Kyrene to the Highline Canal, I recall it was somewhat narrow. Although I believe there will not be much traffic on that portion (as compared to the western canal path), it would be great to make sure all improvements possible are incorporated into the design.
 C.) Looking forward to completion of all bike paths along the canals.
3. This improvement is a good use of the funding. I am surely in favor of expanding and improving the multi-use path system. As I've gotten to know the network of paths around the Valley (and bicycle routes) my wife and I use the network to travel all over the east valley and parts of Phoenix.
4. Very good graphics and ease of discussion for a great project to enhance ease of travel around Tempe.
5. I am so glad that the path is being extended. It is a great design and user friendly. I am concerned that several places on the existing path between McClintock and Guadalupe have places where mud runs across the path when it rains. Please fix these spots as they are dangerous. Many people use the path to walk and ride. There is no way to get around the muddy places. I'm sure there is a city engineer that can design a fix for this!
6. It looks good to me. The lights are good since they do not spread the light to other places with a concentration on the path. Looking forward to using it.
7. I am concerned about more areas for the police to patrol. Easy access to golf course and backyards. This would be like creating more alleys. I am especially concerned about this connection with Kyrene Road to the Western Canal.
8. I often bike the paths that this would connect. My main concern is the crossings and and path itself. It is important that crossings for major roads offer a signal as there are many times when I commute that crossing main streets is difficult and scary. Also if possible have the crossings align in a straight line with the existing paths. The new non-signalized crossing at the canal and Warner is an example of a crossing that does not align well.
 I would rather see more signals or tunnel/bridges and fewer decorative / shade structures if given the choice.
 Thank you.

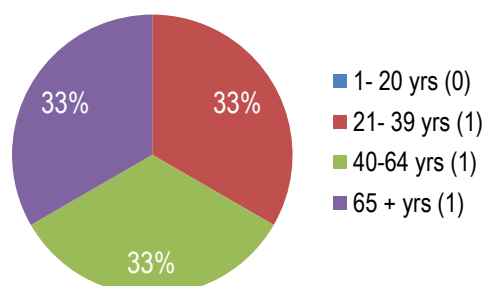
Demographic information

Three respondents provided demographic information.

Gender



Age



Veteran Status: 1 respondent reported veteran status; 2 reported they were not veterans

Disability: No respondents reported having a disability

Race: All respondents reported their race as “white”